

10. SOUTH COAST OF LONG ISLAND

(1) This chapter describes the south coast of Long Island from Shinnecock Inlet to and including East Rockaway Inlet; several other inlets making into the beach along this part of the coast; and the canals, bays, and tributaries inside the beach. Also described are the towns of Patchogue and Oceanside, including Oceanside oil terminals; Bay Shore, a large fishing center; and the many smaller communities which support a large small-craft activity.

(2) **Caution.**—Eelgrass is found in most of the waters described in this chapter. Eelgrass nets are often placed at the entrances to canals and are sometimes difficult to see.

(3) Fishtrap areas are in Moriches, Shinnecock, Tiana, Quantuck, and Great South Bays.

(4) **COLREGS Demarcation Lines.**—The lines established for this part of the coast are described in **80.160**, chapter 2.

(5) **Weather, South Coast of Long Island and vicinity.**—The south coast of Long Island is open to weather from the south and southeast, but somewhat sheltered to the west through north. Waves of 8 feet (>2.5 m) or more are most likely in winter when they may be encountered about 6 to 10 percent of the time near the coast. During this period gales are encountered less than 5 percent of the time but are more likely a few hundred miles out to sea. Fogs are more apt to occur in late spring and early summer with Ambrose Light recording a June maximum. Visibilities of less than 2 miles are observed about 5 to 10 percent of the time from May through July. These frequencies are higher at the eastern end in May and June and between Westhampton and Ambrose in July. Locally, Shinnecock Inlet is particularly rough when southerly winds climb to 15 knots or more during ebb tide; breakers fill the entrance.

(6) **Chart 12300.**—The south coast of Long Island has a general trend of 247° for 68 miles from Montauk Point to Fire Island Inlet, and thence trends 263° for 36 miles to the western end of Coney Island in the Lower Bay of New York Harbor. It is a clear shore and may be safely approached as close as 1 mile with not less than 30 feet anywhere between Montauk Point and Rockaway Inlet, except off Fire Island Inlet and the inlet's westward side where the shore should be given a berth of at least 1.5 miles. When viewed from seaward it presents only a few prominent features. It is composed of a series of sand dunes backed by low dark woods.

(7) Shinnecock, Moriches, Great South, and Hempstead Bays are inside the beach along the south coast of Long Island and form an **inside route** for boats of about 3-foot draft. The three main inlets from the sea to these bays are Fire Island Inlet, Jones Inlet, and East Rockaway Inlet. These inlets and all auxiliary channels within the south coast of Long Island have numerous wrecks, obstructions, frequent and extensive changes, and, although marked in many areas, should not be used without local knowledge.

(8) Two small inlets, Shinnecock Inlet and Moriches Inlet, which broke through in 1938 and 1931, respectively, are also used by small boats for entrance to these bays, but their use is not advisable without local knowledge.

(9) **Chart 12352.—Shinnecock Canal**, 31.5 miles southwestward of Montauk Point, is about 1 mile long and connects Great

Peconic Bay with Shinnecock Bay. The canal is owned and maintained by Suffolk County of New York. It is a partly dredged cut and is protected at the north entrance by two jetties; the east jetty is marked by a light. In April 1985, the east timber jetty was reported to be deteriorating. Protruding timbers and floating debris may be encountered; caution is advised. A lock about midway in the canal is 250 feet long, 41 feet wide, with a depth of 12 feet over the sills. Tide gates are parallel to and westward of the lock. The lock gates and tide gates are constructed so that tidal action opens them to allow the current to set south through the canal and closes them to prevent water from Shinnecock Bay to flow back into Great Peconic Bay. The lock gates are tended 24 hours and are opened mechanically when the tidal current is flowing northward to allow the passage of boats. Red and green traffic lights are at each end of the lock. Vessels are allowed to enter the lock only on the green signal.

(10) The fixed bridges and overhead power cables across the canal have a least clearance of 22 feet. Mast-stepping cranes are available at both ends of the canal.

(11) **Currents.**—The maximum recorded current is 4.3 knots, southerly, through the lock and tide gates at peak flow when the gates are open. At the railroad bridge, the current has an average speed of 1.5 knots, but it has been reported that greater speeds may be experienced. (See Tidal Current Tables for predictions.) At times of high southerly current i.e., when the gates are open, there exists a dangerous eddy system extending from the south end of the lock southerly for approximately 200 yards. Tidal currents throughout the entire canal can be dangerous; caution is advised.

(12) A 5 mph **speed limit** is enforced in the canal.

(13) On the east side of Shinnecock Canal just south of the jetties is a boat basin in which the depth ranges from 7 to 10 feet. There are several small-craft facilities on both sides of the canal. (See the small-craft facilities tabulation on chart 12352 for services and supplies available.)

(14) **Hampton Bays**, a station on the Long Island Railroad just west of Shinnecock Canal, is the nearest post office. **Canoe Place**, the settlement at the canal, has gasoline and some supplies. Small craft and fishing vessels berth in the basins along both sides of the canal.

(15) **Long Island Intracoastal Waterway.**—A Federal project provides for a 6-foot channel from Shinnecock Canal to Great South Bay. The cuts provide an inland waterway along the south side of Long Island. This waterway, from the south end of Shinnecock Canal to a point in Great South Bay opposite Patchogue, a distance of about 29.2 miles, is subject to frequent shoaling; mariners are advised to obtain local knowledge.

(16) **Shinnecock Inlet**, 31 miles westward from Montauk Point along the south coast of Long Island, is the easternmost entrance from the Atlantic to **Shinnecock Bay** and the inland water route along the south shore of Long Island. The approach to the inlet is marked by a lighted whistle buoy. In June 1991, a dangerous wreck was reported about 1.0 mile west-southwestward of the lighted whistle buoy in about 40°48'42.4"N., 72°29'40.4"W. The inlet should not be attempted without local knowledge because of the frequent changes in channel depths. Tidal currents through the inlet can be dangerous; caution is advised. In January 1988, an obstruction was reported about 175 yards east of Shinnecock Inlet West Breakwater Light 1.

(17) In February 1989, a sunken wreck was reported about 0.6 mile south of the entrance to the inlet in about 40°49.8'N., 72°28.8'W.

(18) **COLREGS Demarcation Lines.**—The lines established for Shinnecock Inlet are described in **80.160**, chapter 2.

(19) **Shinnecock Light** (40°50.5'N., 72°28.7'W.), 75 feet above the water, is shown from a red skeleton tower on the west side of the inlet. A fog signal is at the light. Private lights are on the jetties at the entrance to the inlet, and uncharted buoys mark the channel.

(20) The jetties extend about 120 yards beyond the lights marking them. There are small-craft facilities just westward of Shinnecock Light. Berths, gasoline, diesel fuel, water, ice, and some marine supplies are available.

(21) A fish haven and a U.S. Naval Oceanographic platform painted orange and white, are about 2.4 miles south and 3.4 miles south-southwestward, respectively, of Shinnecock Inlet entrance.

(22) **Ponquogue Point**, low and sandy, is 1.2 miles northwestward of Shinnecock Light. The west channel from inside Shinnecock Inlet enters the Long Island Intracoastal Waterway southeast of the point and has a depth of about 8 feet. The Ponquogue Bridge, a highway bridge crossing Shinnecock Bay at Ponquogue Point, has a fixed span with a clearance of 55 feet.

(23) **Shinnecock Coast Guard Station** is on Ponquogue Point. An antenna tower, 229 feet above the water and marked by red lights, is also on the point.

(24) Entrances to the small coves on the northeast side and the east end of Shinnecock Bay have depths of about 3 feet.

(25) There are numerous small-craft facilities along the shore and in the creeks making into the north shore of Shinnecock Bay from Ponquogue Point to West Point, the eastern entrance point to Tiana Bay. (See the small-craft facilities tabulation on chart 12352 for services and supplies available.)

(26) **Pine Neck**, 2.3 miles westward of Ponquogue Point and on the west side of Tiana Bay, is low, flat, and sandy. A shoal extends southward from **Pine Neck Point** and is marked on the south end by a lighted buoy. About 0.5 mile east of Pine Neck, a privately dredged channel marked by private buoys leads to a basin at **Tiana Beach**, a small summer resort on the south side of Shinnecock Bay. In July 1981, depths of about 2 feet were reported in the channel and basin.

(27) **Weesuck Creek**, on the north side near the western end of Shinnecock Bay, is entered through a privately dredged channel that leads to the head of the cove at **East Quogue**. In April 1999, the channel, marked by private seasonal buoys, had a reported controlling depth of about 5 feet. There are two boatyards on the west side near the head of the creek. Berths, electricity, water, marine supplies, storage facilities, and lifts to 30 tons are available. The largest marine railway can handle craft up to 65 feet in length; hull and engine repairs can be made.

(28) **Quogue Canal** connects Shinnecock Bay with Quantuck Bay. The canal is crossed by a highway bascule bridge with a clearance of 15 feet and by overhead power and TV cables with clearances of 75 feet. (See **117.1 through 117.59 and 117.799 (a) through (d)**, chapter 2, for drawbridge regulations.) A 5 mph speed limit is enforced in the canal.

(29) **Quantuck Bay** joins Quogue Canal with Quantuck Canal. **Quantuck Creek**, at the head of the bay, is crossed by a fixed bridge, which is the head of navigation except for small pulling boats.

(30) **Quantuck Canal** connects Quantuck Bay and Moriches Bay. The canal is crossed by two highway bascule bridges with a least clearance of 10 feet. (See **117.1 through 117.59 and 117.799 (a) through (d)**, chapter 2, for drawbridge regulations). The overhead power cable at **Potunk Point** has a clearance of 77 feet. A 5 mph speed limit is enforced in the canal.

(31) About 300 yards northeastward of the bridge at Potunk Point, a privately dredged channel leads to a yacht basin at **Westhampton Beach**. The channel is along the west bank in the bight and is marked by private seasonal lights and buoys. A dredged cut leads up to Main Street in Westhampton Beach. A reported depth of about 4 feet can be carried to the yacht basin just before reaching the Stevens Lane Bridge, which has a fixed span with a clearance of about 7 feet. Berths, electricity, and a launching ramp are at the yacht basin. Gasoline, ice, and marine supplies are available at a marina on the east bank of the bight; engine and hull repairs can be made. A forklift can handle craft to 6 tons. In June 1981, a reported depth of 2 feet was available at the marina.

(32) **Moriches Bay** extends for about 8 miles from Quantuck Canal to Narrow Bay and provides an inside passage for small boats. The general depths in the bay range from 5 to 7 feet, but the southern part is shoal.

(33) When navigating the Long Island Intracoastal Waterway through Moriches Bay northeast of Moriches Inlet, extreme care must be taken due to changing shoaling conditions.

(34) **Speonk Point**, near the eastern end of Moriches Bay on the north shore, is marked by several bulkheaded jetties and a prominent flagstaff.

(35) **Seatuck Cove**, on the north side of Moriches Bay, about 1 mile westward of Speonk Point, is entered through a privately dredged channel that leads northward for about 1.1 miles and then forks into three branch channels: **East Branch**, the easterly branch; **Seatuck Creek**, the northerly branch; and **Little Seatuck Creek**, the westerly branch. In June 1981, the controlling depth in the entrance channel and in the three branches was 7 feet. Private seasonal buoys mark the entrance channel to the fork and the channel in East Branch to the small-craft facilities just inside the entrance.

(36) A landing at **Eastport** is on the point just above the fork between East Branch and Seatuck Creek. In June 1981, depths of 2 to 3 feet were reported at the landing. Gasoline, berths, electricity, water, ice, and storage are available at the small-craft facilities on East Branch. Lifts to 15 tons can handle craft for engine and hull repairs. Depths of 3 feet are reported alongside. A water tank close northwestward at the head of Seatuck Creek is prominent.

(37) **Hart Cove**, westward of Seatuck Cove, is entered through a privately dredged channel, marked by private seasonal buoys, that leads to the head of the cove. In June 1981, the channel had a reported controlling depth of 4 feet. Small-craft facilities are near the head on the west side of the cove. Gasoline, water, ice, storage, marine supplies, a launching ramp, and a 30-ton mobile hoist are available; hull and engine repairs can be made.

(38) **Tuthill Cove**, locally known as **West Cove**, on the north side of Moriches Bay, 1.5 miles westward of Seatuck Cove, is entered through a privately dredged and partially marked channel that leads to the head of the cove; in June 1981, the channel had a reported controlling depth of 4 feet. Several privately dredged channels lead from the main channel to small-craft facilities on the east side of the cove. (See the small-craft facilities tabulation

on chart 12352 for services and supplies available.) A Coast Guard Station is on the east side of the entrance to Tuthill Cove. **East Moriches** is on the north side of the cove.

(39) **Tuthill Point** is on the west side of the entrance to Tuthill Cove.

(40) **Moriches Inlet**, 44 miles westward of Montauk Point, is a shallow entrance from seaward to the deeper water in Moriches Bay. The jettied entrance is subject to frequent change. Mariners are advised not to attempt to navigate this inlet at any time without local knowledge. Both east and west jetties are marked by a light.

(41) A fish haven, marked by a buoy, is about 2.5 miles south-southwestward of Moriches Inlet East Breakwater Light.

(42) **COLREGS Demarcation Lines**.—The lines established for Moriches Inlet are described in **80.160**, chapter 2.

(43) **Fire Island** extends west from Moriches Inlet for about 28 miles along the south shore of Long Island to Fire Island Inlet. With the exception of the State park occupying its westernmost 4.6 miles, all of Fire Island is part of the **Fire Island National Seashore**.

(44) **Orchard Neck Creek**, 1.7 miles west of Tuthill Point, is extensively used by local small craft as a mooring basin. A reported depth of about 3 feet is available to the head of navigation. A private seasonal lighted buoy marks the entrance. A small-craft facility is on the west side of the creek near its head. Gasoline, water, marine supplies, and a 12-ton lift are available; hull and engine repairs can be made. In June 1981, a depth of about 2 feet was reported alongside the facility.

(45) **Areskonk Creek**, immediately westward of Orchard Neck Creek, is used as a harbor by yachtsmen. A privately dredged channel, marked by private seasonal buoys, leads to the head of the creek. In June 1981, the channel had a reported controlling depth of 8 feet.

(46) **Senix Creek**, 0.6 mile westward of Orchard Neck Creek, has a narrow entrance. With local knowledge, a reported depth of about 4 feet can be carried in the channel to about 0.5 mile above the entrance. A private lighted buoy marks the entrance. Small-craft facilities near the head of the creek have berths, electricity, storage, and a 6-ton lift; hull and engine repairs can be made. A marine railway can haul out vessels up to 32 feet in length.

(47) **Mud (West Senix) Creek**, to westward of Senix Creek, had a reported controlling depth of about 5 feet in June 1981. The creek is used mostly by local residents. A marina on the east side of the creek near the head has berthage, electricity, gasoline, water, and a 15-ton lift; hull and engine repairs can be made.

(48) **Forge River**, at the northwest end of Moriches Bay about 0.5 mile westward of the common entrance to Senix and Mud Creeks, is entered through a privately dredged channel that leads to the town dock and turning basin at **Mastic**, about 1.5 miles above the entrance, thence for about 0.2 mile to the head of navigation. In June 1981, the reported controlling depths were 4 feet from the entrance to opposite Old Neck Creek, thence about 6 feet to and in the basin, thence 6 feet to the head of navigation. Favor the east side of the channel at the entrance. The channel is marked to the turning basin by private seasonal lighted and unlighted buoys. The town dock is available only to the local residents, however, overnight transient berths are available.

(49) **Old Neck Creek** empties into the easterly side of Forge River about 0.5 mile above the entrance. A privately dredged channel leads from the river to the head of the creek. In June

1981, the channel had a reported controlling depth of 7 feet. A marina, just inside the easterly entrance to the creek, has berths, gasoline, water, ice, marine supplies, a small-craft launching ramp, and a 15-ton mobile hoist; hull, engine, and electrical repairs can be made.

(50) **Narrow Bay** extends for about 3 miles from Moriches Bay to Bellport Bay, and provides a continuation of the inside passage for small boats. The bridge across the bay eastward of **Smith Point** has a bascule span with a clearance of 18 feet. (See **117.1 through 117.59 and 117.799 (a) through (d)**, chapter 2, for drawbridge regulations.) Caution is recommended when in the vicinity of the bridge because of the piling near the channel. The bridge is an excellent radar target from 5 to 10 miles.

(51) **Bellport Bay** extends for about 3 miles from Narrow Bay to Great South Bay and provides a continuation of the inside passage for small boats. The bay is shoal in its southern part, but has depths of 5 to 7 feet in the northern part.

(52) **Carmans River**, on the northeast side of Bellport Bay, has a depth of about 2 feet through the entrance. Sometimes bush stakes are placed on each of the shoals making off from the points at the entrance. Enter in midriver between these stakes, favor the east side for a distance of 0.5 mile, and then follow midriver; caution is advised. The river, marked at the entrance by private seasonal lighted buoys, is entered between **Long Point** on the west and **Sandy Point** on the east. Some of the land areas on both sides of the river just above the entrance are part of the **Wertheim National Wildlife Refuge**; landing is not permitted. A 5 mph speed limit is enforced on the river. A small-craft facility is on the west side of the river about 0.6 mile above the entrance. Electricity, water, some marine supplies, a 12-ton lift, and storage facilities are available; hull and engine repairs can be made.

(53) **Beaverdam Creek**, on the north side of Bellport Bay about 1.5 miles westward of Carmans River, is entered through a privately dredged approach channel marked by private seasonal buoys. In August 1999, the channel has a reported controlling depth of 7 feet. A small-craft facility is at the head of the creek and can provide berths, storage, supplies, and a 30-ton lift; engine repairs can be made.

(54) The wharf of a yacht club is on the northwest side of Bellport Bay at the town of **Bellport**, about 0.5 mile westward of the entrance to Beaverdam Creek. In June 1981, depths of 6 to 8 feet were reported in the basin behind the wharf with about 2 ½ to 3 feet alongside. Water and a launching ramp are available. A seasonal passenger ferry operates between the yacht club and **Bellport Beach** on Fire Island.

(55) A **dockmaster** manages the village dock adjacent to the yacht club.

(56) **Great South Bay**, on the south shore of Long Island, extends from Bellport Bay on the east to South Oyster Bay on the west. It is about 20 miles long and about 4 miles across its widest part. It can be entered through Fire Island Inlet, from Great Peconic Bay via the inside route, and from westward through Hempstead Bay. The southeast and southwest portions of the bay are shoal. The central portion has, for the most part, depths ranging from 6 ½ to 10 feet. In March 1979, severe shoaling to a least depth of ½ foot was reported in many of the channels in Great South Bay. Lights, daybeacons, and lighted and unlighted buoys mark the channels.

(57) The Long Island U.S. Courthouse (40°45'35"N., 73°11'25"W.), is a prominent feature in East Islip. The building is rectangular with a cone-shaped entrance and is constructed of

white and gray panels and is 281 feet high; reported to be visible from 20 miles offshore.

(58) **Abets Creek and Mud Creek**, on the northeast side of Great South Bay, had reported depths of 4 feet in 1981 and 6 feet in April 1999, respectively. The entrance to each creek is marked by a private seasonal lighted buoy and stakes. A 5-mph **speed limit** is enforced in Abets Creek. Small-craft facilities in the creeks can provide berths, gasoline, water, storage, and hull and engine repairs. A 7-ton marine railway is available in Abets Creek, and mobile lifts up to 30 tons are available in Mud Creek. Diesel fuel, ice, and a pumpout station are available in Mud Creek.

(59) **Swan River**, about 0.4 mile westward of Mud Creek, is entered through a privately dredged channel that leads to the head of navigation about 1 mile above the mouth. In 1981, the channel had a reported controlling depth of 4 feet. In September 1985, a shoal was reported to be encroaching from the west side of the channel at the mouth of the river. A private seasonal lighted buoy marks the entrance, and poles mark the channel above the entrance. Several **small-craft facilities** are on Swan River. (See the small-craft facilities tabulation on chart 12352 for services and supplies available.)

(60) **Patchogue River**, on the north side of Great South Bay, 3.7 miles west of Bellport and 0.9 mile westward of Swan River, is entered through a dredged channel that leads from Great South Bay, thence through **Patchogue Bay**, and thence to the head of river navigation about 1 mile above the mouth. In November 1997, the midchannel controlling depth was 3 ½ feet to the head of navigation. The channel is marked by a lighted and unlighted buoys from the bay to the jettied entrance. The west side of the entrance is protected by a breakwater with a private light on the outer end, and the east side by a bulkhead and short jetty extending southward from it; a private light is near the end of the jetty.

(61) In August 1991, a visible wreck was reported near the entrance channel, just above Buoy 4, in about 40°44'36"N., 73°01'00"W.

(62) **Patchogue**, on Patchogue River, is the principal town on Great South Bay. Depths at the wharves and piers at Patchogue range from 3 to 9 feet.

(63) Passenger ferry service, summer only, is maintained from Patchogue to **Davis Park** and **Watch Hill** on Fire Island.

(64) **Small-craft facilities**.—Several marinas and boatyards are on both sides of the river at Patchogue. (See the small-craft facilities tabulation on chart 12352 for services and supplies available.)

(65) **Corey Creek**, 0.6 mile westward of Patchogue River, is entered between two jetties each marked by a private seasonal light. In June 1981, depths of 3 feet were available in the creek. A marina, on the east side of the creek just inside the entrance, has berths, electricity, gasoline, marine supplies, water, ice, storage, and a 16-ton lift; hull, engine, and electronic repairs can be made. Depths of 5 feet were reported at the marina in September 1985.

(66) **Brown Creek**, locally known as Browns River, 3 miles westward of Patchogue, is entered between two short jetties extending out to a depth of about 4 feet. The jetties are marked by lights. In April 2000, the midchannel controlling depth in the dredged channel was 2 feet from Great South Bay to the upstream limit of the project; thence in 1993, 2 feet at midchannel to a point about 0.3 mile below the Sayville Highway Bridge; thence in 1971, with local knowledge, about 2 feet to the head of navigation at the bridge. In 1976, a large rock, covered 6½ feet, was re-

ported at the entrance to the dredged channel. Local interests advise that mariners steer a centerline course from a point about 0.75 mile south of the jetty light through the entrance channel.

(67) There are several small-craft facilities on the creek. Berths, electricity, gasoline, diesel fuel, water, marine supplies, mobile hoists to 80 tons, and hull and engine repairs are available. A marine railway can handle vessels to 15 feet long.

(68) Passenger ferry service, summer only, is available from Sayville to Fire Island Pines, Sailors Haven, Cherry Grove, and Barrett Beach on Fire Island.

(69) **Green Creek**, about 1 mile west of Brown Creek, is used by many clam boats. Depths of about 5 feet were reported available in the creek in 1981. Mariners are advised to use care when entering the creek, especially during strong southwest winds. Inside the creek, gasoline, water, marine supplies, storage, a 30-ton lift, and complete hull, engine, and electronic repairs are available. A 4-mph **speed limit** is enforced in the creek.

(70) **Green Harbor** is a privately maintained two-part harbor just westward of the entrance to Green Creek. The entrance to the outer basin and the connecting channel between the outer and inner basins are very narrow. In September 1985, depths were reported to be about 6 feet. Limited berthing is available in the outer basin. A boatyard is in the inner basin.

(71) **Connetquot River**, locally known as Great River, is 3 miles westward of Brown Creek. In June 1981, a reported depth of 5 feet (with local knowledge) could be carried from **Nicoll Bay** to the boatyards on the east side of the river, thence about 2 feet to the head of navigation at the railroad; favor the east bank of the river above the boatyards. A shoal with depths of 2 feet extends northeast from **Nicoll Island** on the southwest side of the river entrance. A private light marks the entrance to the river. A prominent mansion with a tower, now part of a private school, is on the north shore of the entrance.

(72) There are several small-craft facilities on the east side of the river. (See the small-craft facilities tabulation on chart 12352 for services and supplies available.) **Great River** is a village on the west side of the river.

(73) **Watch Hill**, part of Fire Island National Seashore, is across Great South Bay from Patchogue. A privately dredged channel with a reported depth of 3 feet in August 1999, leads from Great South Bay to a seasonally operated marina. The channel is marked by private seasonal lighted buoys and a lighted range. Berths, electricity, water, ice, some supplies, and a pumpout station are available. A passenger ferry operates between Watch Hill and Patchogue.

(74) **Cherry Grove**, a summer resort across Great South Bay from Connetquot River, has a boat landing extending out to a depth of 5 feet. Seasonal ferry service is maintained with Sayville.

(75) **Point o' Woods**, **Ocean Beach**, **Fair Harbor**, and **Saltaire** are summer resorts on Great South Bay westward of Cherry Grove. Provisions are available at most of these resorts. Year-round ferry service is maintained between Ocean Beach, Saltaire, and Bay Shore, a town northwestward on the north shore of Great South Bay, while there is seasonal service between the rest of these settlements and Bay Shore. A privately dredged channel with a reported depth of 9 feet in 1981 leads southward to Fair Harbor. A private light marks the channel.

(76) On the north shore of Great South Bay, in the vicinity of **Nicoll Point**, is **Heckscher State Park**. A boat basin and a small-craft launching ramp are at the park in a cove about 1.6

miles west of Nicoll Point. The park is open during daylight hours only. A 5 mph **speed limit** is enforced.

(77) **Sailors Haven**, across Great South Bay from Nicoll Point, is part of the Fire Island National Seashore. A privately dredged and marked channel with a depth of about 4 feet leads from Great South Bay to a seasonally operated marina at which berthing, water, ice, and some supplies are available. A seasonal passenger ferry operates between Sailors Haven and Sayville.

(78) **Weather, Great South Bay and vicinity.**—**Islip** is on the south side of Long Island just inland from Great South Bay and opposite the Fire Island National Seashore, about halfway between New York city and Montauk Point.

(79) At Islip the average annual temperature is 53°F (11.7°C). The average high is 61°F (16.1°C) and the average low is 44°F (6.7°C). July is the warmest month with an average high of 82°F (27.8°C) and an average low of 67°F (19.4°C). January is the coolest month with an average high of 39°F (3.9°C) and an average low of 24°F (-4.4°C). The warmest temperature on record for Islip is 101°F (38.3°C) recorded in July 1991 and the coldest temperature on record is -7°F (-21.7°C) recorded in January 1984. On average, seven days each year record high temperatures in excess of 90°F (32.2°C) and 98 days record minimum temperatures below 32°F (0°C). An average of only two days each year has an extreme minimum below 5°F (-15°C).

(80) Precipitation is both moderate and distributed evenly throughout the year. August is the wettest month with an average precipitation total of five inches (127 mm) and February the driest with just over three inches (76 mm). Average annual precipitation is about 45 inches (1143 mm). Most of the rainfall from June through September comes from thunderstorms, therefore, is usually of brief duration, but relatively intense. Thunderstorm days average 25 each year. From October to April, however, precipitation is generally associated with widespread storm areas, so that day-long rain or snow is common.

(81) Snow falls an average 30 days each year and averages 21 inches (533 mm) in any given year. The snowiest month is February with an average of six inches (152 mm). Snow has fallen in each month, November through April. The greatest 24-hour total snowfall was eight inches (203 mm) which fell in March 1993.

(82) Tropical storms have influenced the area fourteen times since 1871. Most recently, Hurricane Gloria passed within 10 miles west of Islip in September 1985. Gloria made landfall about halfway between Kennedy and Islip and provided sustained winds of 75 knots at time of landfall for the Islip area. Only two days earlier, Gloria was a more respectable 125-knot hurricane.

(83) **Great Cove**, on the north side of Great South Bay about 4 miles westward of Nicoll Point, has depths of 4 to 8 feet. A line of private orange and white spar buoys across the mouth of Great Cove marks a shellfish closure area.

(84) **Orowoc Creek**, which enters the northeast part of the cove, leads to the boat basin and wharves at the town of **Islip**. The channel in the cove is sometimes marked by stakes, and had a reported depth of about 6 feet in June 1981. A private light marks the westerly edge of the 3-foot shoal on the east side of the channel near the entrance to the creek. Small-craft facilities on the creek can provide gasoline, water, ice, storage, marine supplies, and complete engine and hull repairs. A 55-foot marine railway and a 25-ton mobile hoist are available. Several fish packing plants are on the creek.

(85) **Penataquit Creek** and **Watchogue Creek**, locally known as **West Creek**, about 0.5 mile westward of Orowoc Creek, empty into the northwest end of Great Cove through a common entrance. **Bay Shore** is a large fishing center on the northwest shore of Great Cove at the head of the creeks. The common entrance is protected on its westerly side by a bulkheaded sandspit, which forms a well-protected boat basin. The entrance channel leads between the northeast end of the sandspit and the point to the east. A private light marks the entrance to the creeks. The channel had a reported depth of 6 feet in June 1981. A 4 mph **speed limit** is enforced on the creeks.

(86) The ferry landing near the entrance of Penataquit Creek had a reported depth of about 5 feet at its end in June 1981. From the landing, ferries connect with Ocean Beach and Saltaire year round and with Point o' Woods, Kismet, Fair Harbor, Dunewood, Atlantique, Sea View and Ocean Bay Park during the summer.

(87) There are several small-craft facilities in Penataquit and Watchogue Creeks. (See the small-craft facilities tabulation on chart 12352 for services and supplies available.)

(88) There are several creeks and a dredged boat basin between Watchogue Creek and Conklin Point to the southwestward. These waterways are for the most part privately maintained and for the exclusive use of the local property owners.

(89) **Fire Island Inlet**, about 28 miles westward along the south coast of Long Island from Moriches Inlet, is the only direct entrance from the Atlantic to Great South Bay. The inlet is subject to frequent changes and has been moving westward for many years. Mariners are warned to beware of extreme tidal turbulence especially during times of tidal change and should seek local knowledge of the latest conditions before entering. Navigation of the inlet is difficult even with relatively calm seas, and for small craft it can be extremely dangerous. During heavy weather, the entrance usually is obstructed by breakers.

(90) **COLREGS Demarcation Lines.**—The lines established for Fire Island Inlet are described in **80.160**, chapter 2.

(91) **Fire Island Light** (40°37.9'N., 73°13.1'W.), 167 feet above the water, is shown from a black and white horizontally banded tower about 4 miles east-northeastward of **Democrat Point**. **Fire Island Coast Guard Station** is about 1.9 miles west-southwestward of the light. A water tower, about 208 feet high, marked by floodlights and visible for 16 miles, is about 0.1 mile southwest of the Fire Island Coast Guard Station.

(92) The **Robert Moses Causeway Bridge** over Fire Island Inlet, 2.1 miles inside the entrance, has a clearance of 65 feet at the 464-foot center span. The bridge is an excellent radar target at a range of more than 12 miles.

(93) Two boat basins at the **Robert Moses (Fire Island) State Park** are entered just westward of the southern end of the bridge. Berths and water are available in the basins between sunrise and sunset. In June 1981, depths of 7 feet and 6 feet were reported available in the east and west basins, respectively.

(94) The **currents** in Fire Island Inlet, after crossing the bar, have a velocity of about 2.4 knots at full strength and are influenced greatly by the force and direction of the wind. (Consult the Tidal Current Tables for predictions.) In the bay, currents have little velocity except in the narrow channels between the shoals and within a radius of 3 miles from Fire Island Coast Guard Station where their estimated velocity is 1 to 1.5 knots.

(95) Fire Island Inlet remains open throughout the year, but ice does become a problem in the inland channels through Great South Bay from early January through about mid-March.

(96) The area between Fire Island Inlet and Jones Inlet is characterized by low, sandy beaches and numerous islands fringed by vast stretches of marshy ground. Many shallow areas, irregular in outline, are a serious menace to the navigation of light-draft vessels. An extensive network of bays, creeks, coves, channels, and inlets covers the entire area.

(97) The channel connecting Great South Bay with Jones Inlet, East Bay, and South Oyster Bay is narrow, treacherous, and has numerous short bends. Caution should be exercised when navigating in these areas in small boats.

(98) Several channels lead from Fire Island Inlet to places in Great South Bay and connecting inside waterways. **East Channel** follows the buoyed channel along the north side of **Great South Beach** and joins with the inside passage south of **Nicoll Bay**. It has a depth of about 8 feet. **Range Channel**, just westward of East Channel, has a depth of about 6 feet. **West Channel**, just westward of **Fire Islands**, has a depth of about 7 feet. **Dickerson Channel**, northeastward of Captree Island, had a reported depth of 4 feet in June 1981. These channels are marked with buoys that are shifted in position with changing conditions.

(99) From Fire Island Inlet the **State Boat Channel** leads westward through Great South Bay and South Oyster Bay to Zacks Bay at Jones Beach State Park, thence westward in Hempstead Bay through winding channels, well marked by lights, buoys, and daybeacons to Reynolds Channel at Point Lookout, just west of Jones Inlet. Two buoys mark submerged obstructions on the south side of the entrance to the channel.

(100) The **speed** of vessels is limited to 10.4 knots (12 mph) in the channel and 3.5 knots (4 mph) in the areas designated as basin or anchorage.

(101) A marina on the south side of the channel at the eastern end of **Captree Island** has berthage, gasoline, diesel fuel, water, and ice.

(102) The Robert Moses Causeway Bridge over the State Boat Channel, connecting Oak Beach with Captree Island, has twin bascule spans with a clearance of 29 feet at the center. (See **117.1 through 117.59 and 117.799 (a) through (c) and (i)**, chapter 2, for drawbridge regulations.) The twin fixed spans of this bridge and causeway over the inside passage in Great South Bay between Captree Island and **Conklin Point** have a clearance of 60 feet for a middle width of 460 feet.

(103) A shellfish closure area, marked by private yellow buoys, extends from the Robert Moses Causeway at Conklin Point westward for about 6.8 miles to Narraskatuck Creek.

(104) **Oak Island Channel**, locally known as Babylon Cut, extends northwestward from the State Boat Channel from a point opposite the northeastern end of **Oak Island** to Great South Bay and **Babylon Cove**. In June 1981, the channel, marked seasonal buoys, had a reported controlling depth of 6 feet except for shoaling to an unknown extent in the channel opposite **Grass Island**. From a point about 1.7 miles above the State Boat Channel, Oak Island Channel connects with a privately dredged and marked channel, locally known as **East West Channel**, that leads westward and parallels the northern shore of Great South Bay for about 6 miles to South Oyster Bay. In June 1981, East West Channel had a reported controlling depth of about 4 feet. Several channels, some leading northward into the waterways on the north side of Great South Bay and some leading southward to the

State Boat Channel, connect with East West Channel. These connecting channels are discussed later in this chapter.

(105) **Babylon** is a town on the north shore of Great South Bay. A flag pole and a church spire are prominent. The public landing, about 0.3 mile northward of Sampawams Point and at the mouth of Sampawams Creek, had a reported depth of 6 feet at the end in 1993. Approaching around **Sampawams Point**, give the point a berth of 0.3 mile when southeastward of it and head northwestward to the wharf.

(106) **Sampawams Creek**, just northward of the wharf, has been dredged to reclaim adjacent lands and is bulkheaded on the west side. The entrance is marked by private seasonal buoys and a private light. It is used as an anchorage by small craft and has a depth of about 5 feet through the entrance and greater depths inside. Boats also anchor between the public landing and Sampawams Point. This anchorage becomes choppy during easterly or southeasterly winds.

(107) There are several small-craft facilities on the creek. (See the small-craft facilities tabulation on chart 12352 for services and supplies available.)

(108) In August 1992, an obstruction was reported between Sampawams Creek and Carlls River in about 40°40'15"N., 73°19'03"W.

(109) **Carlls River**, westward of Sampawams Point, in June 1981, had a reported controlling depth of 5 feet in the privately dredged entrance channel leading northward from East West Channel. In June 1982, shoaling to an unknown extent was reported in the channel. In June 1993, a submerged object covered 5 feet was reported in the entrance channel in about 40°40'48"N., 73°19'39"W. Small-craft facilities on the river have berthage, gasoline, water, marine supplies, a 9-ton lift, and a 40-ton mobile hoist; hull and engine repairs can be made. In 1993, depths of 5 to 6 feet were reported alongside at the facilities..

(110) **West Babylon Creek**, locally known as **Mud Creek**, about 1 mile westward of Sampawams Point. In June 1981, the privately dredged and marked entrance channel leading northward from East West Channel had a reported controlling depth of 4 feet. Several **small-craft facilities** are on the creek. (See the small-craft facilities tabulation on chart 12352 for services and supplies available.) Several creeks to the westward have been improved in a similar manner.

(111) In July 1980, a submerged obstruction was reported about 0.55 mile southwest of the mouth of West Babylon Creek in about 40°40'00"N., 73°20'38"W.

(112) **Oak Beach** is primarily a summer resort and fishing village on the north side of Fire Island Inlet. The channel to the village pier, passing eastward of Oak Island, has a depth of about 9 feet. A tall lighted mast on the south side of Oak Beach is prominent.

(113) **Cedar Island Beach** and **Gilgo Beach**, westward of Oak Beach, are maintained and operated by the County and Township authorities and are not part of the Long Island State Park System.

(114) **Neguntatogue Creek**, on the north side of Great South Bay at the town of **Lindenhurst**, has several small-craft facilities. In June 2000, the reported controlling depth in the entrance to the creek was 4 feet. Berths, electricity, gasoline, diesel fuel, water, ice, storage, and marine supplies are available; hull and engine repairs can be made.

(115) **Fox Creek Channel**, privately dredged and marked by private seasonal aids, leads from the mouth of Neguntatogue Creek across Great South Bay to a junction with the State Boat

Channel just eastward of Cedar Island. In June 1982, the reported controlling depth was 3 feet.

(116) **Strong's Creek**, westward of Neguntatogue Creek, in June 1981, had a controlling depth of 7 feet in the privately dredged entrance channel leading northward from East West Channel. Small-craft facilities in the creek have storage and a 12-ton mobile hoist; hull and engine repairs can be made.

(117) **Great Neck Creek**, westward of **Strong's Point**, has a depth of about 7 feet in the privately dredged entrance channel leading northward from East West Channel; greater depths are inside. Small-craft facilities in the creek can provide berths, electricity, gasoline, water, and marine supplies; hull and engine repairs can be made. The largest mobile hoist can handle craft up to 12 tons.

(118) **Amityville Creek**, on the north side of the western extremity of Great South Bay, had a reported controlling depth of about 3 feet in June 1981. The entrance to the creek is marked on the west side by a private light. Several boatyards on the creek have marine railways, the largest of which can handle craft up to 50 feet in length; gasoline, water, ice, storage, marine supplies, and complete engine and hull repairs are available.

(119) **Amityville** is a small town on the north shore of Great South Bay at its western extremity. **Amityville Cut**, with a reported controlling depth of 3 feet in June 1981 and privately maintained and marked, extends southward from Amityville Creek and joins the State Boat Channel near Gilgo Beach. The village wharf bares at low water at its face.

(120) **Narraskatuck Creek**, 0.5 miles westward of Amityville Creek had a reported depth of about 3 feet in June 1981. The small-craft facilities on the creek have gasoline, berths, electricity, water, ice, storage, and marine supplies. Mobile hoists can handle craft up to 20 tons; hull, engine, and electrical repairs can be made.

(121) **Carman Creek**, about 0.8 mile westward of Amityville Creek, is used by boats drawing 4 to 5 feet.

(122) **South Oyster Bay**, lying between Great South Bay and Hempstead Bay, is shoal over its greater part. A channel marked by buoys and daybeacons, good for a draft of 4 feet at high water, extends through the bay. Through traffic uses the State Boat Channel and connecting lanes on the south side of the Bay.

(123) **Gilgo Heading**, a channel and basin between the State Boat Channel and Gilgo Beach, has a depth of about 7 feet.

(124) **Chart 12352.—Hempstead Bay** is on the south side of Long Island inside the beach extending from the west end of Great South Bay to Far Rockaway. The bay has many sloughs that are subject to change in the vicinity of the inlets and where dredging is done to reclaim land. Navigational aids marking the main channels of the bay are maintained by the town of Hempstead. Many shoal spots, some to a foot or less, have been reported at several areas of the rivers and channels.

(125) **Chart 12352.—Jones Beach State Park**, on the south coast of Long Island, comprises about 2,500 acres and is under the jurisdiction of the Long Island State Park and Recreation Commission. A prominent red brick water tower, 204 feet high, with a pyramid top, 3.5 miles eastward of Jones Inlet, is the center of Central Mall. The tower, flood-lighted at night, is visible 16 miles. **Zachs Bay**, a dredged basin above Jones Beach State Park, has depths of 4 to 29 feet. The eastern part of Zachs Bay is

used as an anchorage; a swimming area marked by private buoys is in the western part of the bay.

(126) **Stone Creek**, marked by seasonal buoys and with a reported depth of about 2 feet in June 1981, leads northward from Sloop Channel and eastward of **Green Island** to the village of **Seaford** at the head of **Seaford Creek**. In August 1992, severe shoaling to an unknown depth was reported north of Great Island Channel Lighted Buoy Z2. There are many small-craft facilities at Seaford and in the vicinity. Berthage, electricity, gasoline, water, ice, storage, marine supplies, and small-craft launching ramps are available. The largest mobile hoist is 30 tons; hull, engine and electrical repairs can be made.

(127) The Jones Beach Causeway bridge crosses Sloop Channel from Jones Beach State Park to Green Island and has a 29-foot fixed span with a clearance of 14 feet. In October 1999, a replacement bridge was under construction with a design clearance of 14 feet. A temporary fixed bridge has been built close northeast of the existing bridge and has a clearance of 15 feet. The other bridges, which are part of the Jones Beach Causeway, have the following clearances: 16 feet for the bascule span over **Goose Creek** between Green Island and Great Island; and 12 feet for the fixed span across Island Creek. (See 117.1 through 117.59 and 117.799 (a) through (c) and (i), chapter 2, for drawbridge regulations.)

(128) **Caution.**—The current is reported to be swift during periods of maximum flood and ebb at the bridge crossing the Sloop Channel from Green Island to Jones Beach State Park, and has a tendency to set boats into the bridge abutments. Mariners are advised to avoid this part of the channel during these periods and to use the secondary route in Goose Creek, north of Green Island.

(129) A privately marked channel, locally known as **Racehorse Channel**, with a depth of about 6 feet, leads northward from Sloop Channel and westward of Green Island to the western entrance of **Island Creek**. Two spur channels, marked by private buoys and daybeacons, lead westward from near the north end of Racehorse Channel to **East Bay**. In June 1981, shoaling to 3 feet was reported in the southerly channel; caution is advised.

(130) A fish haven, marked by a private buoy, is near the middle of East Bay.

(131) On the north side of East Bay, there are several **small-craft facilities** at the head of **Bellmore Creek** and on the west side of **Nicks Point**. (See the small-craft facilities tabulation on 12352 for services and supplies available.)

(132) **Sloop Channel**, the main channel leading east from Jones Inlet, extends along the north side of **Short Beach** and Jones Beach State Park. The channel is marked by buoys and daybeacons. In June 1981, shoaling to 3 feet was reported on the south side of Sloop Channel from about 0.3 mile southwest of Meadowbrook State Parkway Bridge to about 0.45 mile northeast of the bridge.

(133) A channel with reported depths of 3 to 4 feet in June 1981 leads between **Snipe Island** and **Egg Island** into **Haunts Creek** on the western side of **Deep Creek Meadow** and joins **Sloop Channel** northwestward of Jones Beach State Park.

(134) The channel joining Haunts Creek east of **East Crow Island** and leading northward through **Broad Creek Channel** to East Bay, and thence to **Merrick Creek**, has a depth of about 1 foot. The channel joining Sloop Channel just west of the Meadowbrook State Parkway Bridge leads north through **Swifts Creek** and **Neds Creek** to East Bay; the channel bares at low water about 0.7 mile north-northeastward of the bridge between

West Crow Island and Pettit Marsh. The channel between **False Channel Meadow** and Pettit Marsh has a depth of about 5 feet and leads to Freeport Creek, discussed later in this chapter.

(135) The Meadowbrook State Parkway Bridge has the following clearances: 21 feet for the bascule span across Sloop Channel between Jones Beach State Park and **Jones Island**, 14 feet for the 29-foot fixed span between **West Crow Island** and **Pettit Marsh**, and 12 feet for the 29-foot fixed span between Pettit Marsh and **Fighting Island**. (See 117.1 through 117.59 and 117.799 (a) through (c) and (h), chapter 2, for drawbridge regulations.)

(136) The Loop Parkway Bridge has the following clearances: 20 feet for the fixed span over Swift Creek between West Crow Island and **Meadow Island**, 21 feet for the bascule span between Meadow Island and **Alder Island**, and 20 feet for the 29-foot fixed span over Reynolds Channel between Alder Island and Point Lookout. (See 117.1 through 117.59 and 117.799 (a) through (c) and (f), chapter 2, for drawbridge regulations.) In August 1998, a replacement fixed bridge was under construction across Swift Creek, between West Crow Island and Meadow Island, just south of the existing bridge with a design clearance of 20 feet.

(137) **Jones Inlet**, about 12 miles westward along the south coast of Long Island from Fire Island Inlet, is the principal entrance from the Atlantic to the inside passages and towns in Hempstead Bay. The inlet, which is used mostly by pleasure craft and fishermen, should not be attempted without local knowledge because the channel and depths are constantly changing.

(138) The approach is marked by a lighted whistle buoy.

(139) A light is at the outer end of the jetty on the east side of the entrance to Jones Inlet. A small-craft basin is inside the inlet on the north side of Jones Beach; berths, electricity, water, and pump-out station are available. **Jones Beach Coast Guard Station** is in the small-craft basin.

(140) In May 2000, the controlling depth was 9½ feet in the channel from Point Lookout (40°35.6'N., 73°34.6'W.) to the Loop Parkway Bridge over Long Creek. The buoys and soundings in Jones Inlet are not charted because of continual changes; caution and local knowledge are advised.

(141) A wreck, reported covered 8 feet in June 1981 and unmarked, is about 320 yards westward of the jetty light. In September 1987, a sunken wreck was reported about 0.5 mile westward of the jetty light in about 40°34'30"N., 73°35'12"W.

(142) The **tidal current** in the inlet has a velocity of about 3 knots. (See Tidal Current Tables for predictions.) The mean range of **tide** is 3.6 feet.

(143) **COLREGS Demarcation Lines**.—The lines established for Jones Inlet are described in 80.160, chapter 2.

(144) **Point Lookout** is a village on the east end of the barrier beach on the west side of Jones Inlet. A large lighted tank in the western part of the town is prominent. Small-craft facilities are on either side of the bridge. (See the small-craft facilities tabulation on chart 12352 for services and supplies available.)

(145) **Long Creek**, marked by seasonal lighted and unlighted buoys, leads northward from Jones Inlet between Alder Island and Meadow Island, and between **Smith Meadow** and **Pine Marsh** to Freeport. The channel below the Loop Parkway Bridge has been improved by dredging as previously mentioned. The channel above the bridge at the intersection with **Sea Dog Creek** is subject to frequent change; local information should be obtained before using these waters. The channel above the intersec-

tion with Sea Dog Creek had a reported depth of about 12 feet in June 1981. A channel between Pine Marsh and Pettit Marsh, with a reported depth of about 12 feet in June 1981, joins with **The Narrows** and Long Creek about 1 mile northward of the **Bay of Fundy**.

(146) **Freeport Creek**, leading northward from The Narrows, had a controlling depth of 3½ feet in January 1980. In July 1993, a visible wreck was reported near the mouth of the creek, just east of Buoy Q9, in about 40°37'53"N., 73°33'55"W. **Great Sand Creek**, between Pettit Marsh and False Channel Meadow, had a reported depth of about 5 feet in June 1981. Several boatyards and marinas are along Freeport Creek where gasoline, diesel fuel, water, and marine supplies may be obtained; complete engine and hull repairs can be made.

(147) **Hudson Channel**, extending northward to the piers at Freeport, had a reported depth of about 4 feet in June 1981. **Woodcleft Canal**, westward of Hudson Channel, had a depth of about 13 feet.

(148) **Freeport** is a city on the north shore of **Baldwin Bay** with rail and bus communications to New York City and other points on Long Island. Many small-craft facilities are at Freeport. (See the small-craft facilities tabulation on chart 12352 for services and supplies available.)

(149) A **general anchorage** is in **Randall Bay** at the northeast end of **Baldwin Bay**. (See 110.1 and 110.156, chapter 2, for limits and regulations.)

(150) A channel with a reported depth of about 7 feet in June 1981, passes through **Scow Creek** to **Baldwin Harbor**. A channel connecting Baldwin Harbor with Randall Bay had a reported depth of about 5 feet in June 1981.

(151) **Milburn Creek**, a dredged channel extending northward to **Baldwin** from Baldwin Bay, had reported depths of about 5 feet in June 1981. The entrance to the channel is marked by private seasonal barrel buoys. A dredged channel with a reported depth of about 8 feet in June 1981 in the northern part of **Middle Bay** leads to **Parsonage Cove**.

(152) **Reynolds Channel** extends westward from Jones Inlet to East Rockaway Inlet and is the main thoroughfare of the route between the inlets. In 1975, a sunken wreck was reported in the channel in about 40°35'41"N., 73°34'57"W., about 0.3 mile westward of Point Lookout. The channel is crossed by several bridges. Strong currents exist in the western portion of Reynolds Channel, and caution must be exercised when approaching the drawbridges, particularly with a fair current; the signal to open the bridge should be given sufficiently in advance so the bridge can be cleared of traffic and the draw opened before the vessel arrives there. The currents of the two inlets meet at the entrance of the channel leading west from Cinder Creek.

(153) A 5 mph **speed limit** is enforced in the channel between Middle Island and Point Lookout.

(154) A secondary channel extending northwestward through **Cinder Creek** and westward of **Parsonage Island** to middle Bay had a reported depth of about 3 feet in June 1981. The channel is not marked.

(155) **Garrett Lead**, the primary channel extending northeastward from Reynolds Channel to Middle Bay, is marked by a lighted buoy, a light, buoys, and daybeacons. In June 1981, the channel had a reported controlling depth of 5 feet.

(156) **Chart 12352.—Long Beach** is a seaside resort on the outer beach about 4 miles west of Point Lookout. The waterfront on the bayside is bulkheaded.

(157) The highway bridges crossing Reynolds Channel between Long Beach and **Island Park** have bascule spans with clearances of 20 feet. The railroad bridge about 0.2 mile westward of the highway bridges has a bascule span with a clearance of 14 feet. (See **117.1 through 117.59 and 117.799 (a) through (c) and (g)**, chapter 2, for drawbridge regulations.)

(158) A dock of the Long Beach Hospital is on the south side of Reynolds Channel about 0.3 mile eastward of the highway bridge; medical aid to boatmen is available here. The dock is marked by a square white sign with a large red cross.

(159) Just westward of the railroad bridge, a dredged channel passes through Island Park. In June 1981, the channel had a reported controlling depth of about 6 feet. The fixed footbridge and highway bridge crossing the channel have a least clearance of 7 feet. Several wharves are available at Island Park.

(160) **Hog Island Channel**, the main route to the towns of **Oceanside** and **East Rockaway**, joins Reynolds Channel southward of Island Park and leads westward of Island Park, then eastward of West, East, and North Meadows. **East Rockaway Channel**, privately marked and an alternate and shallower route to the towns, joins Hog Island Channel about 0.8 mile and 2.4 miles above Reynolds Channel. Oceanside and East Rockaway are along the east and west sides, respectively, of the northern part of East Rockaway Channel.

(161) In June 1981, the reported controlling depth in Hog Island Channel was 10 feet to the oil dock at a powerplant about 1.75 miles above the junction with Reynolds Channel, thence about 8 feet to the northern junction with East Rockaway Channel. In June 1981, East Rockaway Channel had a reported controlling depth of 6 feet to its head.

(162) Mariners of vessels transiting Hog Island Channel in the vicinity of the public beach at the village of Island Park are requested to proceed at a **speed** that will create minimum wave wash and wake, and avoid damage to the beach facilities.

(163) There are numerous marginal-type petroleum wharves along the eastern side of Hog Island Channel between 1.75 and 2.25 miles above the junction with Reynolds Channel. In June 1981, depths of 6 to 10 feet were reported alongside the wharves; oil barges and coastal tankers berth at or near high tide and ground out at low tide when alongside.

(164) **Small-craft facilities.**—There are extensive small-craft facilities along the south and southeast sides of Island Park, and also on East Rockaway Channel at Oceanside and East Rockaway. (See the small-craft facilities tabulation on chart 12352 for services and supplies available.)

(165) **Broad Channel**, which joins Reynolds Channel eastward of **Hicks Beach** and leads to **Hewlett Bay** and Macy Channel, had a reported depth of about 3 feet in June 1981.

(166) **Woodsburgh Channel**, which joins Broad Channel about 0.5 mile northward of Hicks Beach and leads northwestward to **Woodsburgh**, had a reported controlling depth of 3 feet in June 1981. The two fixed bridges over **Woodmere Channel** northwestward of **Browse Bay** have a least clearance of 11 feet.

(167) **Atlantic Beach** is an oceanfront and bayside community on the east side of East Rockaway Inlet. Facilities for mooring are eastward and westward of the highway bridge. Gasoline, diesel fuel, water, provisions, and other supplies are available.

(168) **Bannister Creek**, just east of the Atlantic Beach Bridge, has depths of 7 to 12 feet. **Bridge Creek** extends west just above the mouth of Bannister Creek. A small boatyard on the creek can haul out craft up to 4 tons in weight for hull and engine repairs; water and some marine supplies are available.

(169) The highway bridge crossing Reynolds Channel to Atlantic Beach just inside East Rockaway Inlet has a bascule span with a clearance of 25 feet. (See **117.1 through 117.59 and 117.799 (a) through (c) and (e)**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 13; call sign KFL-348.

(170) **East Rockaway Inlet**, about 8 miles westward along the south coast of Long Island from Jones Inlet, is the westernmost entrance from the Atlantic to Hempstead Bay and the inland water route along the south shore of Long Island. The inlet is subject to frequent changes, but is reported to be usually safer to navigate than Jones or Fire Island Inlets. The aids marking the inlet are periodically moved to mark the best water; local knowledge is advised.

(171) Two large identical apartment buildings are prominent about 0.8 mile north-northeastward of the jetty light.

(172) The **tidal current** in the inlet has a velocity of about 2.3 knots. (See the Tidal Current Tables for predictions.) Caution should be exercised when passing through the inlet and bridge at times of maximum current. The mean range of **tide** is 4.1 feet in East Rockaway Inlet and from about 2 to 4 feet in Hempstead Bay.